

# Honolulu Star-Bulletin

RILEY H. ALLEN - - - - - EDITOR

TUESDAY.....FEBRUARY 2, 1915

## HE'S CORRECT.

Frequently city officials say: "Well, how can we improve Honolulu, anyway? What's all this talk about efficiency?" That sort of querulous, feeble-minded protest is abundantly answered by a visitor to Honolulu whose letter, signed "A Malihini," is published in another column today.

He points to the disgraceful condition of certain main-traveled streets; to the inefficiency of the police department. He says he has had more auto repairs in the three months since coming to Honolulu than in the previous two years in the states. He says that he is afraid to drive out in the evening on account of the recklessness of joy-riders.

This man is telling the truth, frankly and straight from the shoulder.

No resident of Honolulu with the ordinary amount of common-sense and with his eyes open but will admit that the criticism is all too just.

How shall these drawbacks to a beautiful, well-kept, well-conditioned city be ended?

Only by insisting that the city officials put the public interests first instead of narrow and bigoted politics.

Only by fighting everlastingly until city officials who are too double-faced to keep their pledges are kicked out of office, and city officials who are too weak to keep their pledges are forced out, to make room for strong men and clean men and fearless men.

## HAWAII AND PRISON LABOR.

Hawaii's recent rather experimental tests of prison labor seem to be working out satisfactorily. Certainly the humane efforts of jailers and high sheriffs to give the imprisoned men under them some exercise and some recreation have done the men infinitely more good and the community no more harm than the old system of rigid restraint. The old system made a weak man bad and a bad man worse—and prison officials are getting away from that kind of punishment.

Of very timely interest in Hawaii is a governor's report that has just reached the Star-Bulletin—that of George W. P. Hunt of Arizona. In late months Governor Hunt has been in the limelight a good deal on account of Mexican troubles. His message to the second state legislature reveals him as a man of constructive intellect along community welfare lines. He is deeply interested in prison reform. This from his message has a general application:

"The abolition of stripes, the dungeon and the snake-den, and the upplanting of such atrocious with sanitary, wholesome surroundings, educational facilities, nourishing food, healthful employment, and the general inculcation of a spirit of self-reliance leading to the upbuilding of character, are some of the changes which have been wrought with benefit to the prison population and with profit to the state. "As a vindication of the changed form of management, it is permissible to cite the fact that actual experience extending over several years, has enabled officials definitely to determine that there are two advantages commendatory of convict labor on highways, whereas there is nothing to show that contract and day labor are superior to prison work. A comparison, for instance, shows that road-builders from the prison not only are more thorough in workmanship, but can be utilized in highway and bridge construction at a lesser cost than attends the employment of day labor in similar work. It may be added, furthermore, that the application of the honor system materially reduces the cost of road construction, while the necessity of hiring guards is thereby obviated. Consider, in addition, the advantages which accrue from having the state's prisoners healthfully and steadily employed, and the adaptability of a prison population to the construction of public works will promptly become more notably apparent."

Governor Hunt goes on to report that the great success which has met efforts at prison reform guarantees the wisdom of still greater facilities afforded by the state, instancing the need of a penal farm and even the establishment of such prison industries as the manufacture of concrete pipe. He also strongly favors systematic education for the prisoners, even the most criminal classes.

This conception of the prison system is a long way from that of the "black hole" and the "snake den" and the "silent cell" and other institutions that have flourished from Sing Sing to Folsom.

His report on the relative efficiency of prison labor is highly interesting to Hawaii. Why should not the territory extend its employment of prison labor to territorial roads? The political objection would probably be raised—that citizens (and good voters) would be thus deprived of employment—but the facts are that the territory has not enough funds to build all the needed roads, and prisoners could be employed on work for which there is no territorial appropriation.

And from the broader standpoint, the prison

inmate is still a citizen of the community. Deprived of his civil rights though he may justly be, he still is a charge of responsibility upon the community's hands, a human asset or a human liability. In most cases the prisoner will some day emerge from the jail-yard to take his place in society. Is he going to rejoin society as a brutalized machine, in whose bowed body the vital spark has been smothered, or as an intelligent being whose term in prison has combined wholesome discipline and restraint with the encouragement to remake his life on better lines?

It is for the community to say.

## ONE IMPROVEMENT.

In one respect, Mayor Lane is a vast improvement over his predecessor of sweet memory, Joseph Fern, now our genial jailer.

Mayor Lane lends august dignity to the job of presiding officer of the board of supervisors. He knows parliamentary law; he believes in sustaining the dignity of the greatest deliberative body in the city hall; he runs the board in a great deal more businesslike way than did Mayor Fern.

Of course the board meetings are shorn of much of their erstwhile unconscious humor, but even that can be forgiven upon seeing the smooth and noiseless municipal machine as it is driven steadily along by the new mayor.

## A HORROR OF WAR.

This seems to come under one of the many new classes of "horrors of war." It is reported by the Associated Press:

"A London police court has decided that in England to call a man a German if he is not, is to abuse him and render oneself liable to prosecution. In the case before the magistrate, the prisoner had said of two men whom he met, 'They are a couple of Germans.' He was found guilty of 'committing an act whereby a breach of the peace might have been caused,' and was sentenced to pay a fine of ten shillings or spend seven days in prison."

Following the recent subway accident in New York City, the Interborough Rapid Transit Company was sharply criticised by public officials and the press for conditions in the subway. The company thought some of the criticism unjustified and wished to make a statement to the public. In addition to the interviews given to the press, it bought large amounts of advertising space in the daily papers and told its side of the story. Another instance of the systematic use of publicity by a large corporation which believed it was right.

Secretary Bryan has ruled that seaplanes are not warships. Incidentally, this is the first time in many a moon that the secretary of state is given credit for having any particular part in international affairs. President Wilson has been making most of the decisions.

Germany's latest announcement on the North Sea battle reads something like this: "British loss was one battle cruiser and three destroyers. London and Manchester papers please copy."

What are you doing for the Y. W. C. A. today, Mr. Businessman? Are you doing your share to see that the broader work of this fine institution is made possible?

They do say that Honolulu lawyers are divided into two classes—those that belong to the Smart set and those that don't.

Since the submarines began to get in their deadly work the most advantageous position is that of the under-dog.

A correspondent suggests that the bacteria in milk aren't so deadly, after all. No—not so deadly as the politics.

The Waikiki duck-ponds are to be reclaimed and the federal building is to be built. The town do move!

It looks as if there are very few who would rather be right than president of Mexico.

It's difficult to tell whether Italy is rioting for more war or more bread.

The "Solid South" is fast losing its solidity on the Ships' Purchase bill.

Neutrality includes a discreet mouth as well as a clear head.

## Letters OF THE WEEK

(The Star-Bulletin invites free and frank discussion in this column on all legitimate subjects of current interest. Communications are constantly received to which no signature is attached. This paper will treat as confidential signatures to letters if the writers so desire, but cannot give space for anonymous communications.)

### A TOURIST'S CRITICISM OF HONOLULU.

Honolulu, T. H., Feb. 1, 1915.

Editor Honolulu Star-Bulletin. Sir: I have been a visitor in Honolulu for a little over three months, only intended to stay two. However, I am still here and expect to stay longer. I have been very much interested in the communications from different ones published in your paper on matters pertaining to the city in general. I have traveled a great deal—have seen all of our dear United States and most of Europe, and naturally I take a great deal of notice of the management of different municipalities. It is an easy matter, after being in a city for a day, to satisfy one's self whether it is being run by a clean business administration or cheap politics.

Unfortunately, I brought my automobile with me, and I want to assure you that if anyone had told me it was possible for a city of 60,000 people to allow its streets to get into the condition they are in here, I certainly would have left my machine at home. However, I soon learned the cause when, in a few days, it was election and my observations of the manner in which this was carried on left no doubt in my mind that what this place appeared to need most was a vigilance committee of businessmen who would rid the city of those who were selling their own souls and robbing the city to line their own pockets.

The two greatest curses of this beautiful Honolulu are the condition of its streets and the lack of police regulation.

I have traveled over a great many mountain roads in California that were built in the 60s; and since then have had no repairs, that are not half as bad as Kalakaua avenue is at the present time; beyond the new paving that has just been completed it is a disgrace and should be closed to traffic until repaired.

I have had more repairs to make on my machine in the past three months than in two years in the states.

I do not dare ride in the evening for fear of being hit with a bottle or being run down by a drunken, crazy driver. I was coming in from the beach one evening after a quiet ride and while driving along Kalakaua (I don't know whether I spell this right or not) a taxicab passed me and a bottle flew past my windshield, missing me about a foot. I dare say any morning you could pick up half a wagon load of empty bottles along this drive that have been thrown out of automobiles by joyriders. I am stopping at a hotel on King street, and all hours of the night I can hear these devils tearing down the street like mad. Now, a question: Where are the police; where are these six mounted officers that we see going out King street every evening? I think I can tell where a few of them are. Go out the avenue some evening and you will see their horses tied to a tree or a lamppost and then, institute a search and find them if you can. It certainly is not surprising there are so many accidents when you look at the efficiency of this department.

You drive down town in your machine and when you approach the street crossing the policeman standing there stops and wants to know which way you are going and in the meantime if there is a streetcar a block away he makes you stand there until the car arrives and discharges its passengers and proceeds on its way. Have the cars any more privileges to right of way than any other vehicle?

I went to the police office one day to secure a copy of the traffic ordinance that I might acquaint myself with the same and avoid any violations. To my utter surprise I was informed that the police department was not supposed to keep any copies of the ordinance, and referred me to the county attorney. But I did not see the county attorney as I concluded in that case it was not necessary.

I am sorry to have to express myself in such a manner, but as a general rule a stranger is paid more attention to than one whose home is here. I certainly do not regret my visit here; have enjoyed every minute except as mentioned above, and the sooner you fix your streets and clean up the police department the sooner you will have a clean attraction for visitors.

Yours truly,

A MALIHINI.

### THE SALOON BUSINESS VS. PUBLIC INTEREST.

Editor Honolulu Star-Bulletin.

Sir: Honolulu public may recall an incident in connection with the Popular Theater temperance meetings projected by the Anti-Saloon League some months ago when the Consolidated Amusement Co., Ltd. opened one of their theaters Sunday evening, in violation of law, permitting all to enter who had received complimentary tickets at their own madames—a sort of green ticket premium stunt. The president of the company, in defense of his actions, declared that he did so in the interests of "public welfare." There were scores of people walking the streets Sunday evening, so he stated, with no attractive place to go to and a good, clean show would help them. Again and again Mr. Cohen, it will be remembered, posed as a public benefactor, disclaiming any pecuniary motive whatever. He went so far as to say that he had the better and higher interests of the public just as much at heart as the Anti-Saloon League or any other philanthropic or benevolent institution.

Very well. The public will now be interested to learn some new developments. Here are the facts.

The Anti-Saloon League plans to hold an annual convention the latter part of this month with Dr. Purley A. Baker, the general superintendent, present. Dr. Baker is a national figure, the leader of a great movement in the interest of "public welfare." He is an eloquent speaker. The plan is to give the Honolulu general public as good an opportunity as possible to hear a man of such note and oratory. Yesterday we waited upon Mr. Cohen in order to secure Ye Liberty theater for a mass meeting Sunday evening, February 23, when Dr. Baker and possibly Bishop Hughes, together with Dr. George Laughton of Hilo, might be heard on themes pertaining to "public welfare." In reply Mr. Cohen stated that while his partner, Mr. Magoon, wholly objected to renting us the theater for such a meeting, since it would hurt his business, he, Mr. Cohen, felt otherwise and then said that while ordinarily for a religious Sunday evening service their price was \$35, he felt that owing to the character of our service, it being a temperance meeting—the league should pay

ONE HUNDRED DOLLARS. The deal was called off. Yours very truly,

ANTI-SALOON LEAGUE.

## Personal Mention

W. F. DILLINGHAM is back from a business trip to Maui.

J. P. COOKE is booked for Hilo in the steamer Mauna Kea.

CAPT. F. MOSHER, pilot for Hilo harbor, is a visitor at the capital. He came in the steamer Mauna Kea.

GEORGE C. BECKLEY expects to depart for the Coast in the Matsonia, leaving Honolulu February 10.

MR. AND MRS. ALONZO GARTLEY are booked for the Coast in the steamer Matsonia sailing next week.

J. D. DOLE, the pineapple canner, expects to leave for the mainland on a business mission in the steamer Matsonia.

E. FAXON BISHOP has completed a business trip to the island of Hawaii. He was a passenger in the steamer Mauna Kea.

WADE WARREN THAYER, secretary of the territory, is expected to return from San Francisco Friday or Saturday of next week.

A. J. DE SOUZA, a prominent Portuguese business man in the Orient, is a through passenger in the steamer China for the mainland.

HENRY W. KINNEY, superintendent of public instruction, returned Saturday from a week's tour among the schools of Hawaii county.

H. P. WOOD, resident fair commissioner for Hawaii, has taken apartments in the Charlemagne hotel, Geary street, San Francisco.

JOSE M. JARDOA of Honoumuli and Miss Conceicao Gonsalves will be married at the Catholic church in Papeete, Tahiti, Sunday morning, February 7. After the church ceremony a

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Cottage on Young street, between Victoria and Pili streets 2500.00

For further particulars and list of other property call on

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dinner will be served at the residence of the bride's parents, Mr. and Mrs. Manuel Gonsalves, in Laupahoehoe.

MRS. E. R. STACKABLE will join her husband, now on the coast on a business mission, as a passenger in the steamer Matsonia, Feb. 10.

MISS CHARLOTTE A. POWERS, monologist and interpreter of characters, is arranging for a recital to be held at an early date. She has been in the islands for the past two months.

DEPUTY BANK EXAMINER M. H. DRUMMOND returned Saturday from Hilo, where he has been inspecting the Hawaii county books the last two weeks. He expects to leave for Maui on a similar mission early this week.

JOHN G. WRAY, who recently was in Honolulu with the World's Fair Stock Company, was exonerated by San Diego, Cal., officials from a charge of embezzlement arising over a title to box receipts, according to news received in this city.

## LITTLE INTERVIEWS

JEFF MCARN: I am not an applicant for a position on the local circuit bench.

NOA W. ALULI: The new civil service commissioners will organize some time this week. We have a lot of work to do.

W. H. BABBITT (cheerfully): I see that sugar has risen again, and as an optimist I fail to see what will take it down again very far.

SUPERVISOR LARSEN: I am inclined to think that the supervisors will favor bitulthic as the type of permanent paving here. People will know what they're getting.

G. H. GERE: There is much to be said in favor of large municipal improvements expanding outward from the center of the city instead of starting on big projects in the outskirts.

A. P. TAYLOR: I am expecting a wireless from H. P. Wood telling the number of passengers who will come to Honolulu on the Great Northern

steamer. It will not surprise me if 500 book for the trip.

R. W. BRECKONS: Carrying the motion to recommit the ships' purchase bill to the committee will kill the bill. It is rather surprising to see the Southern senators break away from the administration on this measure.

SUPERVISOR HOLLINGER: I couldn't get the proposed ordinance calling for uniform steel license plates for automobiles prepared in time for presentation to the board of supervisors on Saturday, but I positively will submit it tonight.

### THE PERILS OF PAULINE.

Pauline, Pauline, who is she? Why, a heroine, a movies peerless queen! Adored by Tom, Dick and we As the "perils" popularity we green. See crowded houses, benignantly, Everywhere the flag of the U. S. is seen.

I have seen them, so have thee, Seen the popular, rollicking year's spree; Seen the living combat dungeon and sea In endangering, prescient jamboree; Seen balloon act and cliff escape, by gee! In the palisades in all reality.

The motorcycle is at its best, Also autos and aeroplanes—ideals grand; And the gypsies are put to the test In precise methods of their brand; But the serpentine act is frustrated last.

Our maddening harlequin is canned. The cowboy's holdup, the buccaner's treasure, Is bomb lamentation for awhile, But from his flashy travails there is leisure.

In some other outsway, wile— A steepchase of godly measure— A lesson to our favorite's style.

Oh, fire, water, nobleman, sword, Meandering 'mongst the silver lining; Golden riches is the good reward— And the guardian is designing— Versatile in his dastardly schemes, good Lord! But at the "finis" they are us benigning.

—R. M. BARTLEY. Schofield Barracks.

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